



ASSESS THE EFFECT OF SELF INSTRUCTIONAL MODULE ON KNOWLEDGE AND PRACTICES ON ROAD SAFETY MEASURES AMONG SCHOOL CHILDREN

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ABSTRACT

Globally road traffic injuries are the leading cause of death among young people aged 15-19 years and second leading cause among 5-14 year olds. The UN General Assembly has declared 2011 to 2020 as the "Decade of Action for Road Safety". Road safety measures are the methods and measures that are issued to reduce risks of injury, death and harm to drivers, passengers and pedestrians. The aim of the study is to assess the level of knowledge and practices among school children regarding road safety measures and also to find out the association between level of knowledge regarding road safety measures and selected demographic variables. Using quasi-experimental design, from a total of 100 school children were selected by non-probability convenience sampling technique from eighth standards of selected school in CBD Belapur. The structured knowledge and practice questionnaire on road safety measures was used to collect data and self-information booklet was provided. After seven days post-test was done with the same tool. Descriptive and inferential statistics were used to analyse the data. The result revealed that there was a significant difference in the mean score of knowledge on general information and various symbols used on road safety measures before and after giving the self-information booklet. The score of awareness of road safety increased from 80.40 to 95.40 and 85.13 to 97.53 respectively. Similarly practice score was increased from 68.50 to 78.30. The test of significance showed that the difference was significant. The P-value in respective area of knowledge on general information (0.019), various symbols used (0.001) and practices on road safety measures (0.023) for the test is less than 0.05; the null hypothesis is rejected at the 95.0% confidence level. It shows that the self-information booklet is effective for improving the knowledge of general information on road safety measures among school

children. It concludes that the findings of the study support the need of awareness to impart the knowledge and practices among school children regarding road safety measures so that they can take care when travel on road.

INTRODUCTION

Today's children are tomorrow's citizens and healthy children are wealth of nation. Children below 15 years of age make 40% of the total population of India. Children not only constitute large group but they are also vulnerable group or "special risk group". Death rate in children is high in India due to multi- causes like communicable diseases, accidents, infections etc.

India has the second largest road network in the world with over 3 million km of roads of which 46% are paved. These roads carry an estimated 60% of freight and 80% of passengers and they make a vital contribution to India's economy. The road traffic contains an incredible mix of pedestrians, animal drawn vehicles, bicycles, motorcycles, cars, buses and trucks. On the whole the facilities for the large number of non-motorized road users are poor and the 40 million vehicles using the roads have a terrible toll on human life, killing over 80,000 people with over one third of a million victims requiring hospital treatment. These crashes not only cause considerable suffering and hardship but they also have a major impact on the country's economy, costing an estimated Rs 300 billion or more than 3% of India's GDP every year.

Road traffic accidents are the common cause of death in school children. India's killer roads account for more deaths than any other single cause, from terrorism to natural deaths. Every hour 13 people die due to road, the highest in the world. Every 10th person who dies due to road accident is an Indian. Everyday about 250 people die in road accidents or an astonishing 1, 40,590 each year. It is estimated that road accident cause an estimated loss of 1% of the country's gross domestic product. In fact the Global Status Report on Road safety by World health organization says it is the low level enforcement of simple road safety measures in India, like prohibition and monitoring of drunken driving, wearing helmets, seat belts and child restraints. The mandatory use of child restraints can reduce child deaths by 35%. School teachers should inculcate traffic safety among students and enforces traffic rules within the school premises.

Accidents are one of the five leading causes of death in industrialized and developing countries. Injuries arising from accidents are an increasing public health problem. Yearly, 10% of children suffer an accident for which it is necessary to contact the health services.

Children, being less aware of danger, are one of the most vulnerable groups. Younger children are more vulnerable indoors, while older ones are more at risk outdoors. There appear to be gender types of accidents; males tend to have more accidents outdoors while females tend to have accidents indoors. Accidents are also related to the prevailing socioeconomic and cultural conditions. Productivity lost from a childhood injury is for a far longer period of time than for adults; it might be even for life. In case of disability an adult can be rehabilitated but for a child the compensation is often more difficult, although for many kinds of trauma, children heal more quickly than adults. Potential years of life lost as a result of accidents before 65 years for some industrialized countries range between 38% and 59% of the total potential years of life lost for people aged 1-24 years and in some developing countries between 4% and 47%.

METHODOLOGY

Quasi-experimental method was the approach used for the study. The study was conducted in two phases. Phase I includes assessing the existing knowledge and practice of school children regarding general information and various symbols used in road safety. Phase II of the study includes development of self- information booklet, its administration and post test. In this study sample are school children of Dayan Pushpa English medium school and Bharati Vidyapeeth English medium school of CBD Belapur, Navi Mumbai within 12-16 years of age. The study comprised of 100 school children. The structured questionnaire was prepared for assessing the school children's knowledge and practice regarding road safety measures. Structured questionnaire is regarding general information, road safety symbols and practice road safety symbols. The self-information booklet was prepared on road safety measures. Pre test will be given to assess the existing knowledge regarding road safety measures. After the pre-test, each study subjects was provided with a copy of self information booklet. They were instructed to read the information booklet carefully at their convenient time and they were required to give post-test after 7 days. Re-administering the knowledge assessment questionnaire to each subject on the 7th day of pre test.

RESULT AND DISCUSSION

The analysis of the collected data was done to determine the effectiveness of the self-information booklet on knowledge about road safety measures among school children. The collected data were tabulated, analyzed and interpreted using descriptive and inferential statistics according to the following objectives: frequency and percentage of distribution of

selected demographic characteristics of school children, knowledge related to general information on road safety measures among school children before and after administration of self- information booklet, knowledge related to various symbols on road safety among school children before and after giving self- information booklet, practice related to general information on road safety measures among school children before and after giving self- information booklet and correlation of pre-test knowledge about road safety measures among school children with the selected demographic variables.

The socio-demographic data of the study states that that the majorities (98.0%) of school children were in the age group of 12-14 years and majorities (60%) were male children attending eighth standard class. Majorities (60%) of the school children travel by bus. It was found that majorities (80%) family monthly income was 20,000-40,000/-. Majority (76%) of fathers education were graduate as compare to mothers education was highest (55%) were attended secondary school. The majority of 76% were having previous knowledge on road safety measures and they acquire Knowledge from teachers and parents were (72%) and it was found that (65%) school children travel from more than 3 kilometers which need to be near 3 kilometers from school premises.

There was a significant difference in the mean score of knowledge on general information on road safety measures before and after giving the self- information booklet. The score of awareness of road safety increased from 80.40 to 95.40. The test of significance showed that the difference was significant. The P-value (0.019) for the test is less than 0.05; the null hypothesis is rejected at the 95.0% confidence level. There was a significant difference in the mean score of knowledge on various on road safety measures before and after giving the self- information booklet. The score of awareness of road safety increased from 85.13 to 97.53. The test of significance showed that the difference was significant. The P-value (0.001) for the test is less than 0.05; the null hypothesis is rejected at the 95.0% confidence level. This shows that the self- information booklet is effective for improving the knowledge of general information and various symbols on road safety measures among school children.

It was found that there is a significant difference in the mean score of practice on various on road safety measures before and after giving the self- information booklet. The score of awareness of road safety increased from 68.50 to 78.30. The test of significance showed that the difference was significant. The P-value (0.023) for the test is less than 0.05; the null hypothesis is rejected at the 95.0% confidence level. It shows that the self-

information booklet is effective for improving the practice on general road safety measures among school children.

The majority of 76% were having previous knowledge on road safety measures and they acquire knowledge from teachers and parents were (72%) but still it was found that the pre-test knowledge score was less before administering self-information booklet as compare to post-test. The study found that (65%) school children travel from more than 3 kilometers which need to be near 3 kilometers from school premises. So the children should be provided adequate knowledge regarding road safety measures.

CONCLUSION

The purpose of the present study was to assess the effectiveness of a self-information booklet on knowledge and practices of children's regarding road safety measures among school children. The present study can be justified on the fact that most of the time school children's have to deal with the caregivers/parents without any professional support. In today's world school is the institute where children's are very much interactive with teachers and they should get adequate knowledge about road safety measures, so they can apply this knowledge wherever require and can prevent road traffic accidents and help to reduce the mortality rate. Most of the parents are working and the children's are left home with caretakers. Majority of the children travel through school bus or private vehicles or other mode of transport, some children walks to home, if they stay nearby. If children have adequate knowledge regarding road safety measures, they can take care of them.

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